

The logo for acstro, featuring the word in a bold, blue, sans-serif font. The background of the entire page is white with blue curved borders at the top and bottom.

Transport Statement

**Menai Avenue
Croeserw**

May 2026

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Revision History

A	26 th February 2026	First Issue
B	6 th May 2026	PRoW
C	19 th August 2026	Revised Layout

1923-ACS-ZZ-XX-RP-T-001-C Transport Statement.docx

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1 Introduction

- 1.1 Acstro has been appointed by Tai Tarian Ltd. to prepare a Transport Statement to support a planning application for the development on land to the west and east of Menai Avenue, Croeserw. The application site is split into two parcels of land. The proposal is that a 0.38 hectare area of land to the west of Menai Avenue will be developed to provide 16 affordable homes and a 0.3 hectare area to the east of Menai Avenue will be developed to provide 9 assisted living flats.
- 1.2 The general location of the two parcels of land is shown in Figure 1.

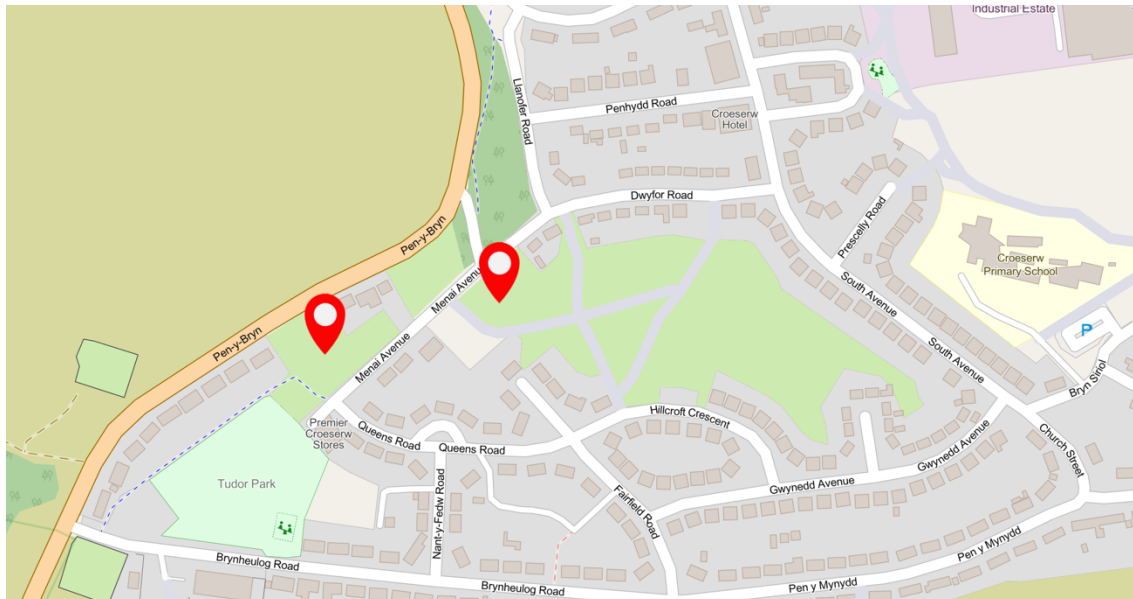


Figure 1 Location Plan

- 1.3 This document considers the transport implications of the proposed development. It demonstrates that the site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided and adequate parking provision is made for the future occupiers and users of the site.
- 1.4 The structure of the Transport Statement is as follows:
- Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
 - Section 3 describes the site.
 - Section 4 describes the site's proximity to services and facilities and its accessibility by all forms of transport.
 - Section 5 describes the proposed development and its access arrangements.
 - Section 6 provides a summary and conclusion.

2 Policy Context

[Future Wales - The National Plan 2040](#)

- 2.1 This is the national development framework that sets out the direction for development in Wales to 2040.
- 2.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.
- 2.3 Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

[Planning Policy Wales \(12th Edition\)](#)

- 2.4 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.
- 2.5 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.
- 2.6 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:
 - are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
 - are designed in a way which integrates them with existing land uses and neighbourhoods; and
 - make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”
- 2.7 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:
 - Walking and Cycling
 - Public Transport
 - Ultra Low Emission Vehicles
 - Other Private Motor Vehicles
- 2.8 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.

- 2.9 However, for most rural areas the opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas. In rural areas most new development should be in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. (paragraph 3.39).
- 2.10 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services. To this end the provision of ULEV charging points is encouraged within new developments.
- 2.11 PPW recommends (4.1.51) that “a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed”.

Llwybr Newydd – The Wales Transport Strategy 2021

- 2.12 This document sets out the Welsh Government's vision for how the country's transport system can help deliver on a pathway to creating a more prosperous, green and equal society. It lists its priorities as being:
1. Bringing services to people in order to reduce the need to travel. To this end a target has been set that of 30% of the workforce works remotely on a regular basis.
 2. Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
 3. Encourage people to make the change to more sustainable transport.
- 2.13 Modal shift is at the heart of Llwybr Newydd. This means the proportion of trips made by sustainable modes increases and fewer trips are made by private cars.
- 2.14 The Welsh Government has set a target of 45% of journeys to be made by public transport, walking and cycling by 2040. This represents an increase of 13 percentage points on the estimated baseline (2021) mode share of 32%.

TAN18 Transportation

- 2.15 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government's policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government's sustainable development policy objectives by:
- promoting travel efficient settlement patterns;
 - ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;

- managing parking provision;
 - ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
 - encouraging the location of development near other related uses to encourage multi-purpose trips; and
 - ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.
- 2.16 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).
- [The Active Travel \(Wales\) Act 2013](#)
- 2.17 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.
- 2.18 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:
- **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
 - **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.
- 2.19 An extract from the ATNM is provided below and shows a future walking and cycling routes is proposed along Menai Avenue, adjacent to the application sites.

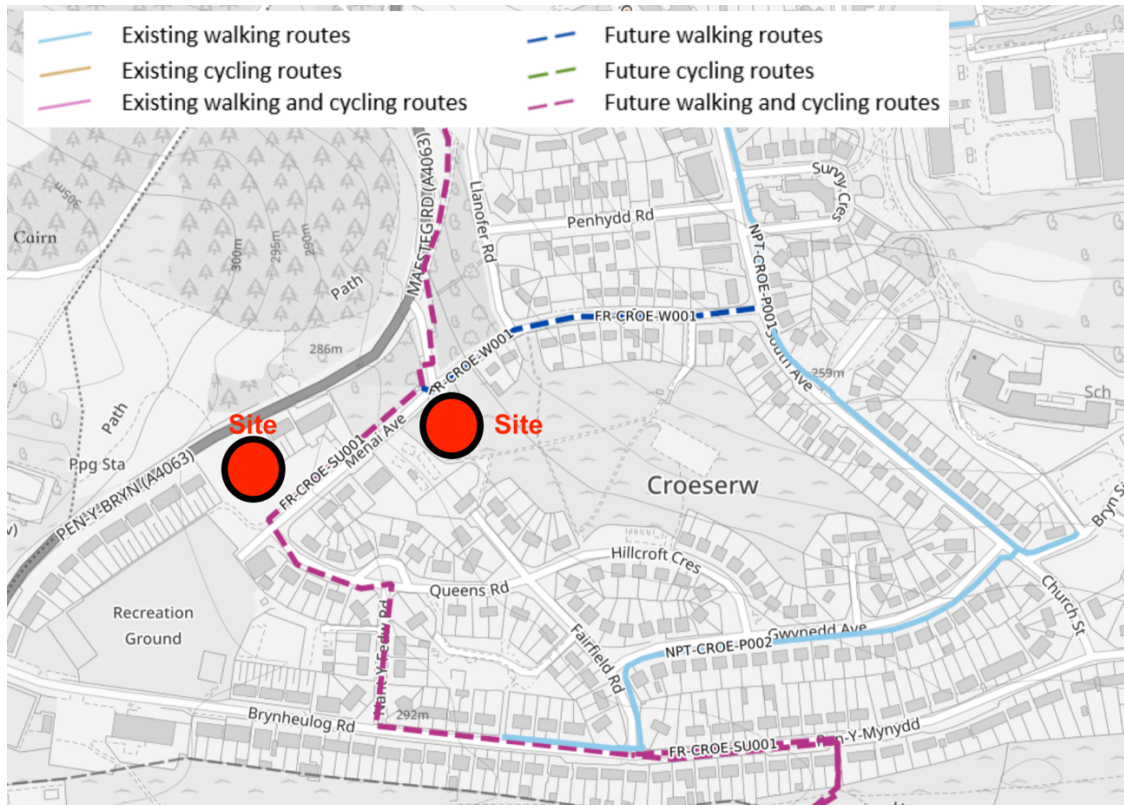


Figure 2 Active Travel Network Map

[Neath Port Talbot CBC Local Development Plan \(2011 – 2026\)](#)

- 2.20 Policy SP20 relates to the transport network and, in terms of development proposals, requires that they be designed to provide safe and efficient access, promote sustainable transport and provide appropriate parking. Developments that have an unacceptable impact on highway safety will be restricted.
- 2.21 Policy TR2 relates to the design and access of new developments and is reproduced in full below.

Development proposals will only be permitted where all of the following criteria, where relevant, are satisfied:

- 1. The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation;*
- 2. Appropriate levels of parking and cycling facilities are provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use;*
- 3. The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes;*
- 4. Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation.*

[Neath Port Talbot CBC Parking Standards \(2016\)](#)

- 2.22 The Parking Standards provide guidance on the appropriate level of parking provision within new development.

- 2.23 For general purpose residential developments the requirement is that one car parking space per bedroom is provided, up to a maximum of three spaces per dwelling. One visitor car parking space for every 5 dwellings is recommended.
- 2.24 For flats and apartments, 1 cycle stand per 5 bedrooms is a minimum requirement.
- 2.25 For the assisted living element of the scheme the appropriate parking standard is one car parking space per two to four units plus one visitor parking space per four units. Cycle parking provision should be provided at one long-stay and one short-stay stand per 20 bedrooms.

3 Existing Conditions

The Site

- 3.1 The application site's location and transport links are shown in context in Appendix 1.

Appendix 1 Site Context

- 3.2 The application site is split into two parcels of land. A 0.38 hectare area of land to the west of Menai Avenue will be developed to provide 16 affordable homes and a 0.3 hectare area to the east of Menai Avenue will be developed to provide 9 assisted living flats.
- 3.3 The western parcel of land has boundaries with Menai Avenue to the south and the A4063 Pen-y-Bryn to the north. There is residential development to the east and west.
- 3.4 The eastern parcel of the application site has boundaries with Menai Avenue to the north and residential properties to the east. There is a storage yard to the west and undeveloped land to the south.
- 3.5 There are a number of amenities available in Croeserw. The table below lists a selection of these amenities and their approximate walking distance and time from the application site. The walk distances are measured from a point on Menai Road that is approximately mid-way between the application site's two parcels of land.

Amenity	Location	Walk Distance / Time
Croeserw Stores (Convenience Store) Tudor Park (playing field & playground)	Queens Road	80m / 1 minute
Bus Stops Tudor Park (bowling green)	Brynheulog Road	300m / 4 minute
Bus Stops Croeserw Hotel (public house) Village Discount Store (convenience store) Hairdresser	South Avenue	350m / 5 minutes
Croeserw Social Club	Brynheulog Road	400m / 6 minutes
Playground	Sunny Crescent	500m / 6 minutes
Croeserw Primary School Croeserw Community Hall	Bryn Siriol	650m / 10 minutes

Table 1 Selected Amenities & Walk Distance / Time

- 3.6 More services and facilities can be accessed in Cymmer, approximately 1km to the north, and Caerau, approximately 2km to the south. Maesteg town centre and the facilities it provides is some 5km to the south of Croeserw.

4 Transport Links

Active Travel

- 4.1 Active travel is a term used to describe walking and cycling for purposeful journeys (also referred to as utility journeys) to a destination, or in combination with public transport. Whilst walking and cycling are in themselves healthy activities that are to be encouraged, it is when they displace car journeys that they deliver significant benefits. The Welsh Government's *Active Travel Act Guidance* (2021) suggests that many people will walk up to 2 miles (approximately 3km) or cycle up to 5 miles (approximately 8km) for utility journeys.

Mode	Less than 1 mile	Up to 2 miles	Up to 3 miles	Up to 4 miles	Up to 5 miles	Up to 7.5 miles	Up to 15 miles
	●	●	●	●	●	●	●
	●	●	●	●	●	●	●
e- 	●	●	●	●	●	●	●

Colour	Average active user likelihood
●	Many users likely to travel this distance for utility journeys
●	Some users likely to travel this distance for utility journeys
●	Few or no users likely to travel this distance for utility journeys

Figure 3 Typical Distance Range for Active Travel

(Source: Active Travel Guidance Table 4.1)

- 4.2 Figure 4 shows the areas that are within 2-miles and 5-miles of the application site where utility journeys to and from the site may be viable on foot or by bike. All of the amenities described earlier in Table 1 are located within walking distance to the application site and destinations such as Maesteg are within reasonable cycling distance.

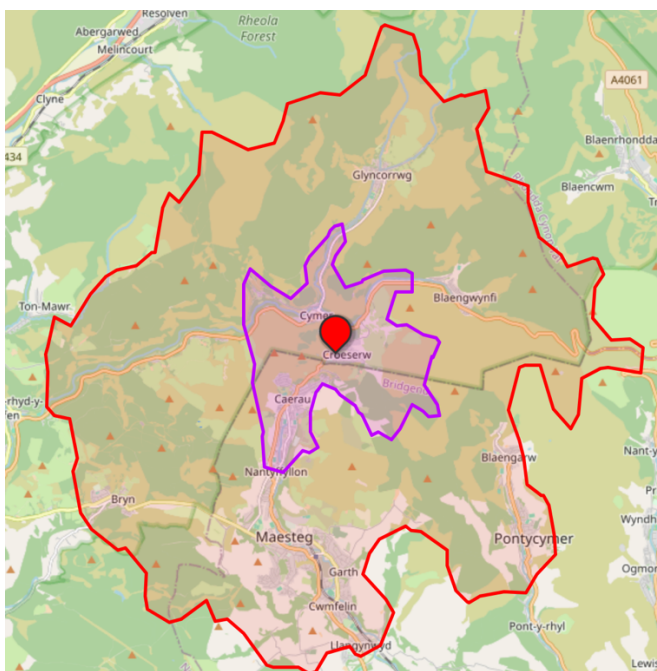


Figure 4 2-Mile Walk & 5-Mile Cycle Catchment

- 4.3 There exists, therefore, a wide range of services within walking distance that will meet the daily needs of the development's residents. As a result, people are more likely to walk or travel actively to access those services and will not be reliant on the car. This delivers many benefits including a reduction in road congestion, improved air quality, improved physical and mental health and improved social interaction and sense of community.
- 4.4 The site is accessible to pedestrians from the existing footways that run along both sides of Menai Avenue. The western parcel of the application site is also accessible to pedestrians from a footway that runs along the A4063. These link with the wider pedestrian network that provide segregated routes to all of the village's amenities.
- 4.5 Menai Avenue forms part of the National Cycle Network (NCN) Route 885, a route that connects Bridgend to Afan Forest Park. Locally the NCN route connects Croeserw to Caerau and Maesteg to the south. To the north the NCN route connects with NCN Route 887 at Cymmer, which runs between the Afan Forest Park and Port Talbot.
- 4.6 The eastern parcel of the application site is crossed by a public right of way, a bridleway (Ref: 23/64/1). Discussions with the Local Authority have taken place and a diversion to the route has been agreed, subject to a further application under the Town & Country Planning Act that will be made following the issuing of any planning application. Further details are provided later in this document.

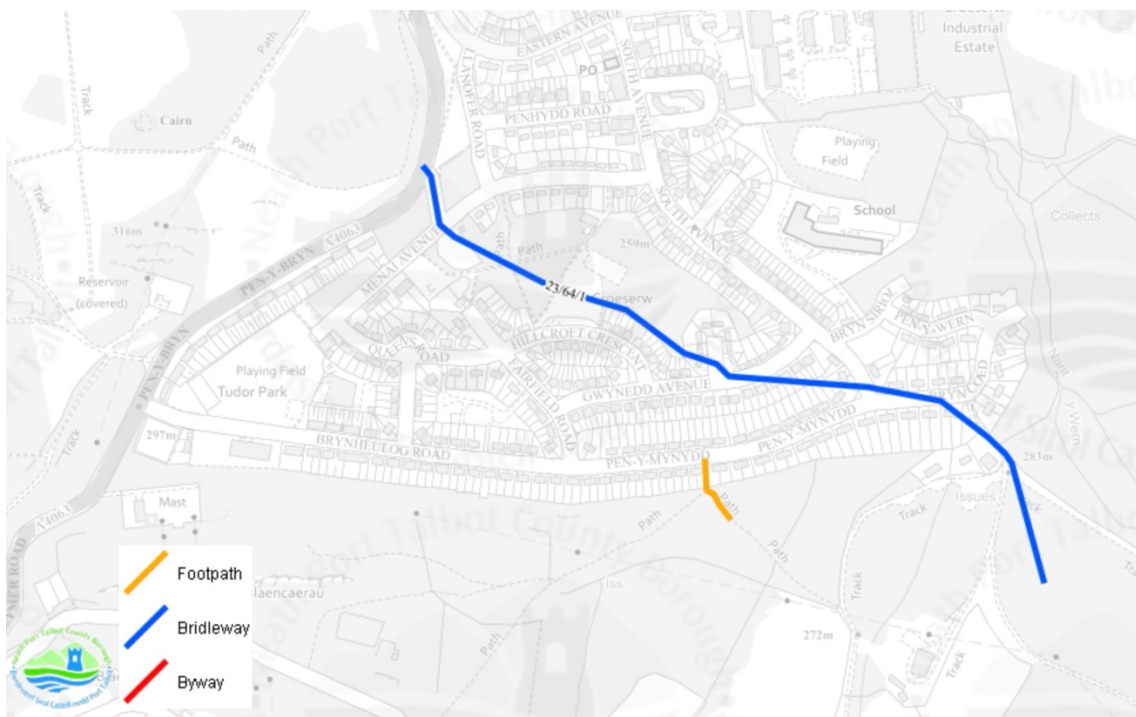


Figure 5 Extract of NPT Council Online Rights of Way Map

Public Transport

- 4.7 The nearest bus stops to the application site are located on Brynheulog Road and South Avenue. They are within a 300 to 350m walk of the application site. They provide access to the services that are described in the table below. Bus journeys to and from Maesteg take around 15 minutes. Bridgend is approximately one hour's bus journey from Croeserw.

Service Number	Route	General Frequency
70	Cymmer - Bridgend	Hourly (7 days a week)
71	Cymmer - Bridgend	Hourly (Mon – Sat)

Table 2 Bus Services from Croeserw Bus Stops

- 4.8 Rail services can be accessed at Maesteg Station. This is the terminus of the Maesteg line, which provides services to and from Cardiff via Bridgend. There is generally one train each hour in each direction with services on Sundays reduced to once every two hours.
- 4.9 The No. 70 and 71 bus service both call at Castle Street and Maesteg Bus Station, which are around 350m walk from the bus station, allowing for easy connection between the bus and rail services.

Highway Network

- 4.10 Menai Avenue is a residential estate road with a 6m wide carriageway and footways on both sides. There are intermittent sections where the carriageway width increases to 8m to accommodate on-street parking. One of these parking areas is adjacent to the eastern parcel of the application site. Menai Avenue has a 20mph speed limit.
- 4.11 Menai Avenue runs broadly parallel to, and to the south of, the A4063 Pen-y-Bryn. The A4063 links Croeserw to Maesteg and Cymmer, to the south and north, respectively. Here it runs adjacent to the application site the A4063 has a 6.5m wide carriageway with a 2.3m wide parking bay along its southern side (adjacent to the site boundary). It is subject to a 30mph speed limit and benefits from street lighting.
- 4.12 Menai Avenue, the A4063 and the streets of Croeserw in general have a very good safety record. There have only been two, slight severity, injury collisions recorded in the latest 5-year period for which data is available. They occurred at isolated locations and absence of clusters of collisions or collisions of greater severity demonstrates that the highway operates safely.

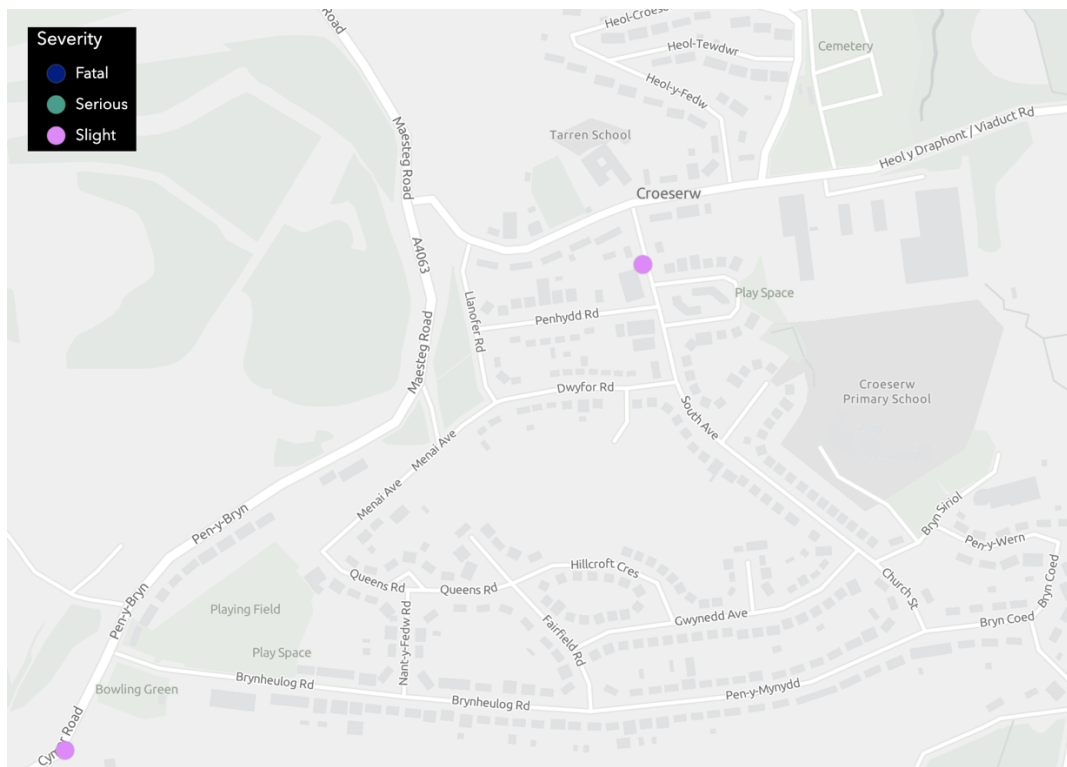


Figure 6 Injury Accident Location & Severity (DfT / MAVRIC)

Summary

- 4.13 The site is in a sustainable and accessible location. The site is accessible to pedestrians, cyclists and public transport users. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport. The highway network serving the site has a good safety record.

5 Proposed Development

- 5.1 The proposal is that a 0.38-hectare area of land to the west of Menai Avenue will be developed to provide 16 affordable homes and a 0.3-hectare area to the east of Menai Avenue will be developed to provide 9 assisted living flats.



Figure 7 Proposed Layout

Access & Parking

- 5.2 The proposed access arrangement is shown in more detail in Appendix 2.

Appendix 2 Proposed Access Arrangement

- 5.3 The assisting living flats will be accessed directly from Menai Avenue by way of a 6m wide shared surface access. Visibility Splays of at least 2.4m x 43m are available from the proposed access. This is suitable for a design speed of 30mph and is considered to be more than sufficient given the 20mph speed limit that applies. The existing parking bay that exists on Menai Avenue adjacent to the site will be removed, with the kerbs realigned so that the carriageway width is consistent with that which exists to the south west and north east. The precise detail of the realignment of the highway kerbs will be agreed with the Highway Authority and delivered under a Section 278 agreement.
- 5.4 The access is located some 18m to the west of the existing junction that links Menai Avenue to the A4063. Neath Port Talbot CBC's Highway Design Guide recommends minimum junction spacing for various categories of roads. In this case it is considered that Menai Avenue would be classified as a 'Minor Access Road' and that the development access would be classified as a 'Mews Court'. Where these classifications of road meet, there is no restriction on the spacing of junctions or accesses.
- 5.5 The access will lead to a parking courtyard with 9 car parking spaces (one per unit). A bike store with 4 stands, capable of accommodating 8 bikes will be provided. This exceeds the Parking Standard SPG of one car parking space per two to four units plus one visitor parking space per four units and two cycle stands per 20 bedrooms.

- 5.6 The assisted living development will impact upon the line of the bridleway (23/64/1) that currently crosses the site. Positive discussions with the Local Authority have culminated in an agreed diversion to the section of bridleway affected. The diversion of the public right of way that is required to enable the development to proceed will be subject to a separate statutory process under the Town and Country Planning Act that can only start once planning permission for the development has been granted.

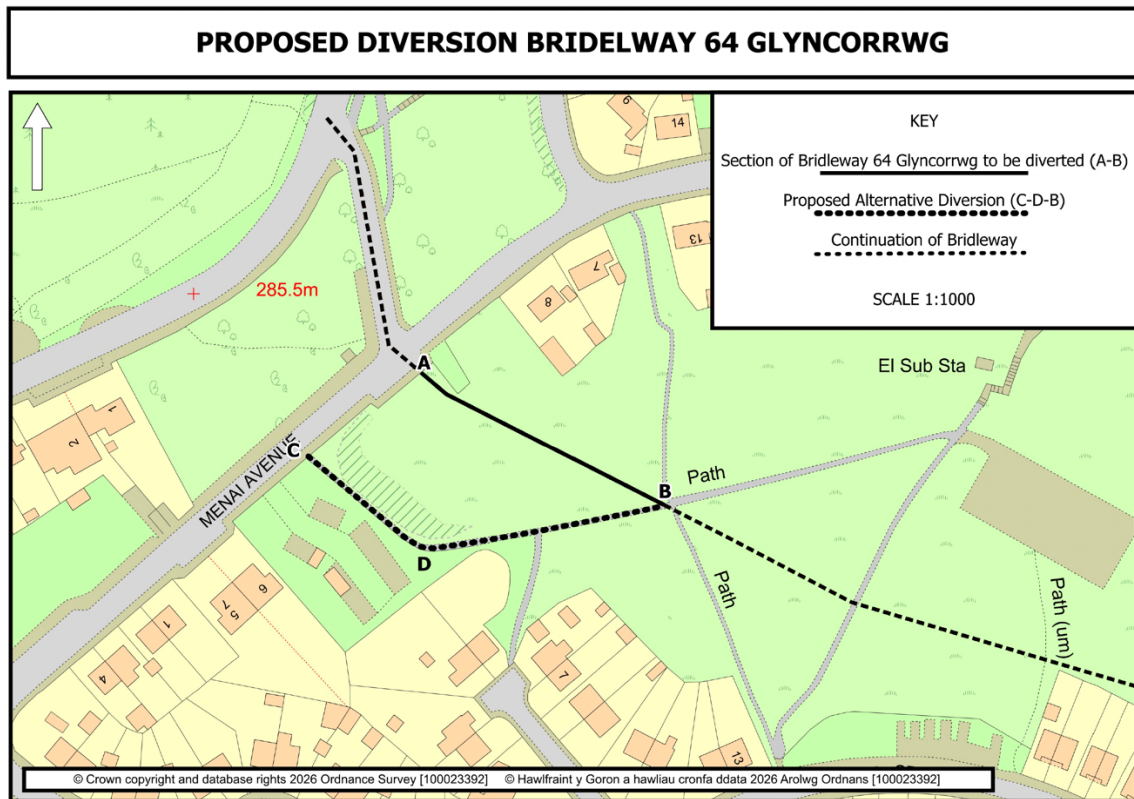


Figure 8 Proposed Bridleway Diversion

- 5.7 Six of the affordable housing units located on the western parcel will be accessed from Menai Avenue. Perpendicular parking spaces will be accessed directly from the highway via footway crossovers. There will be 10 of these parking spaces in total, equating to one per bedroom for the 6 dwellings plus two visitor car parking spaces.
- 5.8 The footway adjacent to these 6 properties will be widened to provide a 3m wide active travel path that will link to the existing path that runs along the northern boundary of the Tudor Park playing field. This respects the route and enhances the quality of NCN route 885.
- 5.9 The remaining 10 units (all 1-bed flats) will be accessed from the A4063. There will be two separate 6m wide accesses leading to parking courtyards accommodating 6 and 4 parking spaces, respectively. This equates to 1 space per unit, in accordance with the Council's adopted Parking Standards. Cycle parking (1 stand per unit) is provided in the rear gardens of these properties.
- 5.10 The parking courtyards have a 7m wide aisle between parking rows, providing sufficient room for a car to turn and re-enter the highway in forward gear should the arriving driver find that all parking spaces are occupied.

- 5.11 Visibility splays of 2.4m x 56m are available from each of these accesses. This accords with TAN18, Annex B, Table B requirements for roads in built up areas with a design speed of 37mph.
- 5.12 The existing parking bay that exists on the A4063 adjacent to the site will be removed, with the kerbs re-aligned so that the carriageway width is consistent with that which exists to the south west and north east. The precise detail of the realignment of the highway kerbs will be agreed with the Highway Authority and delivered under a Section 278 agreement.

Trip Generation

- 5.13 The potential trip generation of the proposed residential development of the sites has been estimated by reference to the TRICS trip rate database.
- 5.14 From the TRICS database evidence of the vehicle trip rates of affordable homes (houses) developments of between 15 and 40 units in edge of town or neighbourhood centre locations have been analysed. The sample of TRICS survey sites has been restricted to those surveyed since 2015.
- 5.15 The application of trip rates that have been derived from surveys of developments of affordable houses ensures a robust and worst-case assessment for this development. The development's flats and the assisted living units are likely to generate less traffic than would be typical of an affordable house.
- 5.16 The detailed TRICS output is provided as Appendix 3 and summarised in the following table.

Appendix 3 TRICS Trip Rate Data

Time Range	Trip Rate per Dwelling			Trip Generation (25 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am Peak Hour	0.115	0.25	0.365	3	6	9
pm Peak Hour	0.308	0.25	0.558	8	6	14

Table 3 Vehicle Trip Rates & Proposed Development Trip Generation

- 5.17 The TRICS data suggests that the proposed residential development will generate 9 to 14 peak hour vehicle movements. This is insignificant and will have no material impact on the surrounding highway network

6 Summary & Conclusion

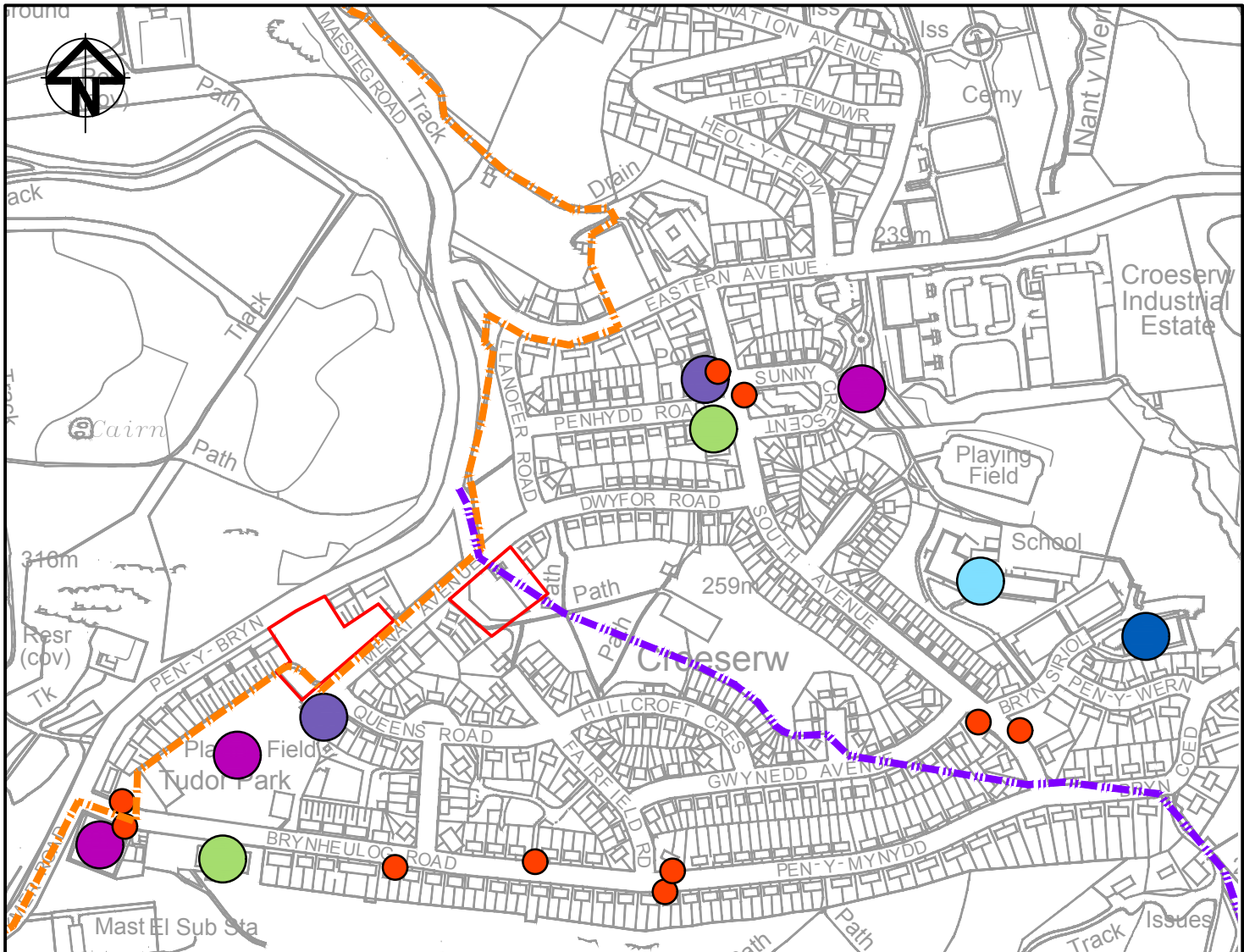
6.1 In summary this Transport Statement has demonstrated that:

- The site is in a sustainable and accessible location. The site is accessible to pedestrians, cyclists and public transport users. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport.
- There is a good range of services and facilities that cater for the day-to-day needs of future residents of the site available within reach by sustainable methods of travel. This reduces the need to travel by car and ensures that future residents without access to cars are not socially excluded.
- The proposal is for a development of 16 affordable homes and 9 assisted living flats.
- Safe means of access is provided to the development.
- Parking provision aligns with the Council's Parking Standards.
- Development of part of the site will be reliant on the diversion of a section of bridleway. Positive discussions with the Local Authority have culminated in agreement on the necessary diversion route. The diversion of the public right of way that is required to enable the development to proceed will be subject to a separate statutory process under the Town and Country Planning Act that can only start once planning permission for the development has been granted.
- The estimated traffic generation of the proposed development is insignificant and will have no material impact on the operation of the highway network.

6.2 As such it is considered that the application site meets planning policy requirements in terms of being in an appropriate location that is safely accessible by all forms of transport and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable.

6.3 It is concluded therefore that there are no transport related issues that should prevent planning permission for the proposed development from being granted.

Appendix 1 Site Context

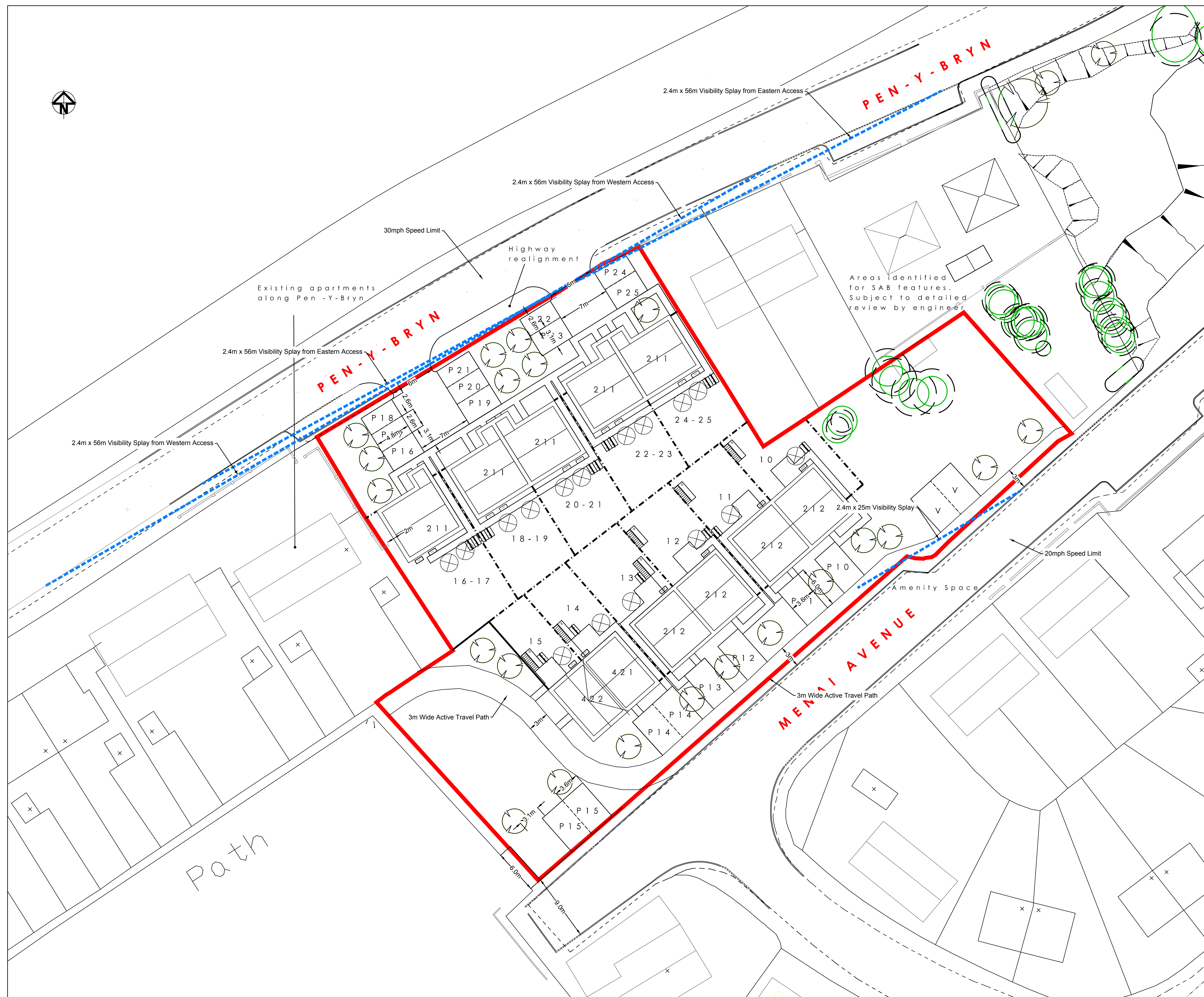


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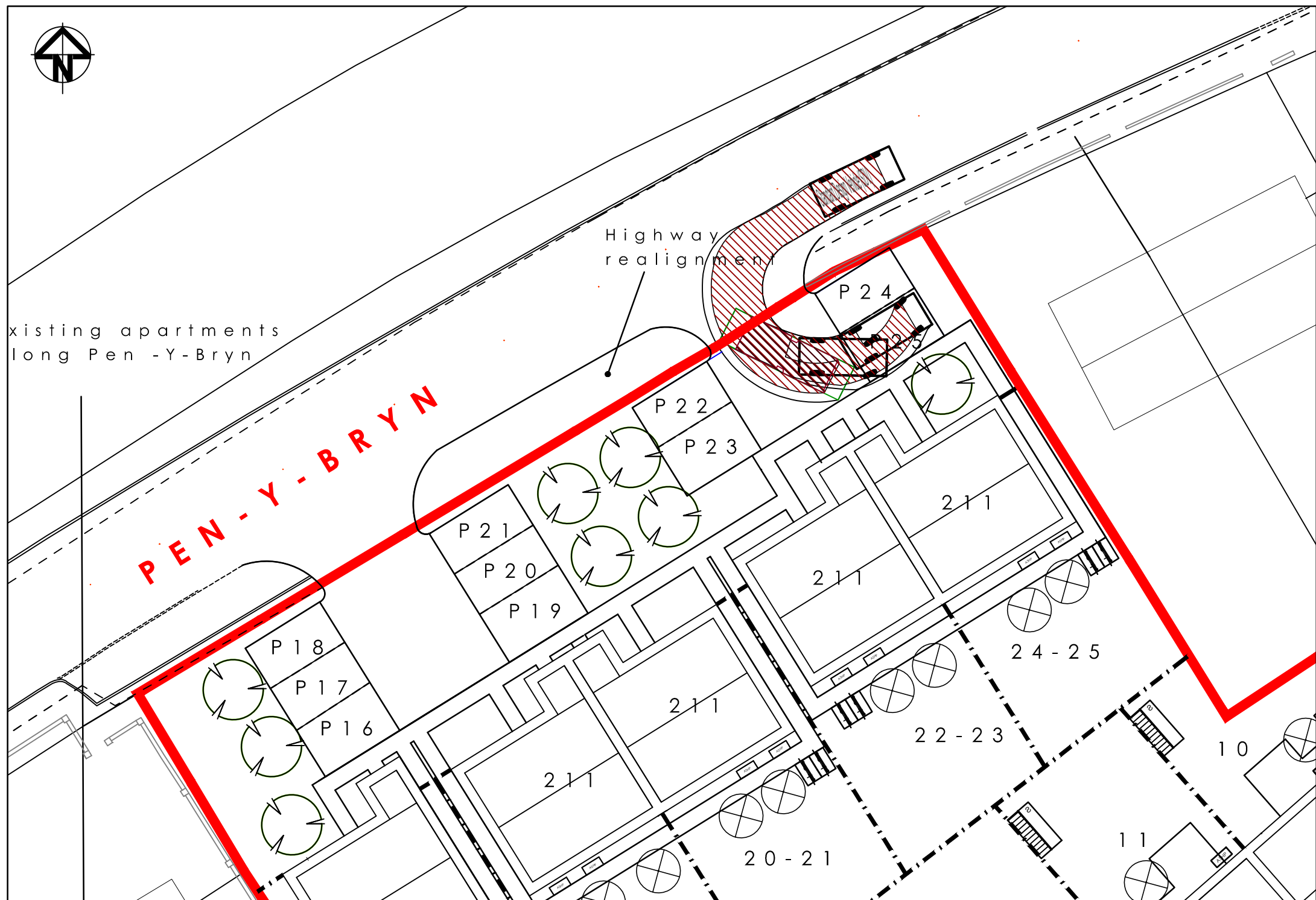
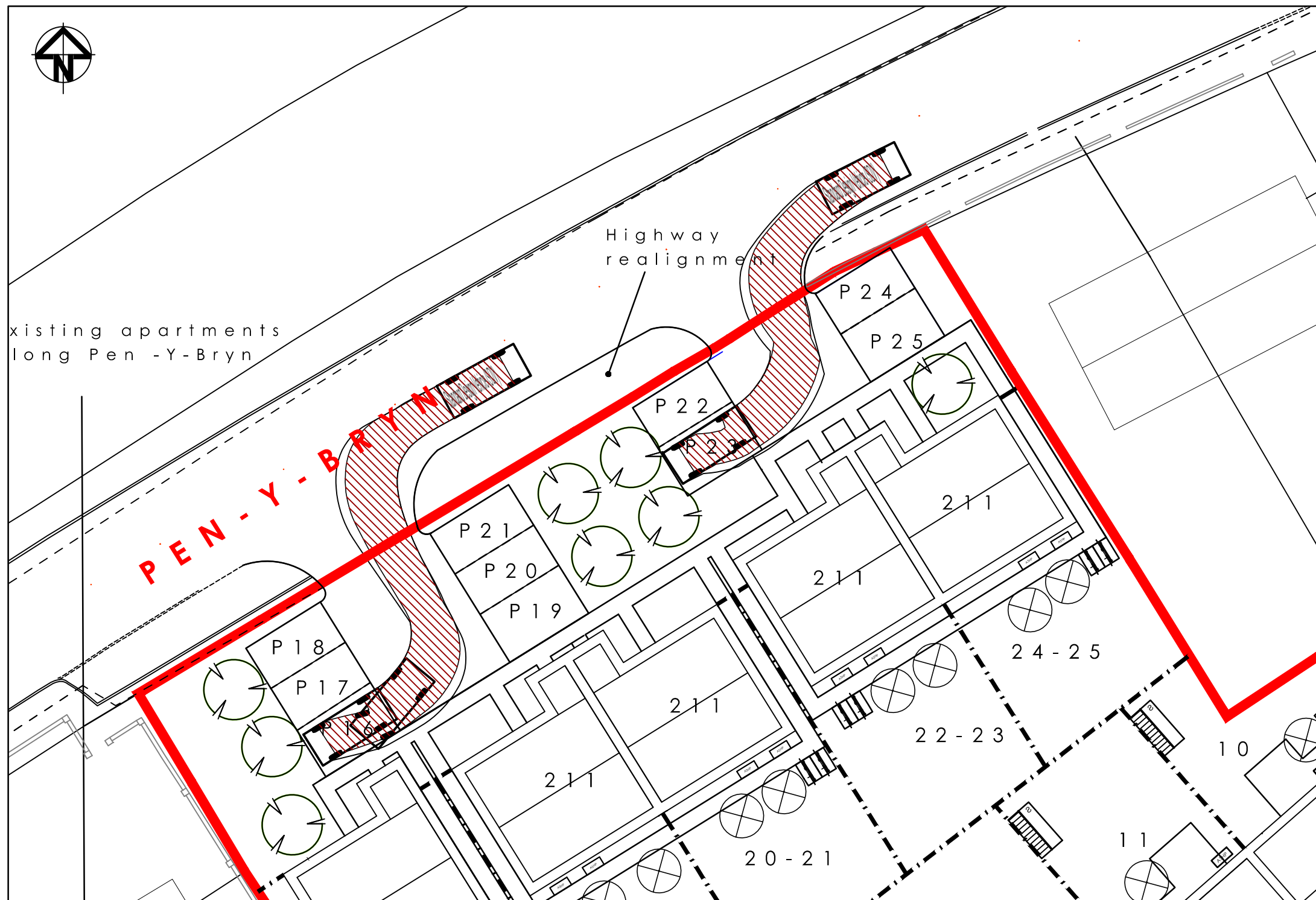
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-  School
-  Convenience Store
-  Public House / Club
-  Leisure / Sports
-  Bridleway
-  National Cycle Network Route

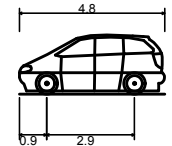
A	First Issue	26-02-26
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Appendix 2 Proposed Access Arrangement

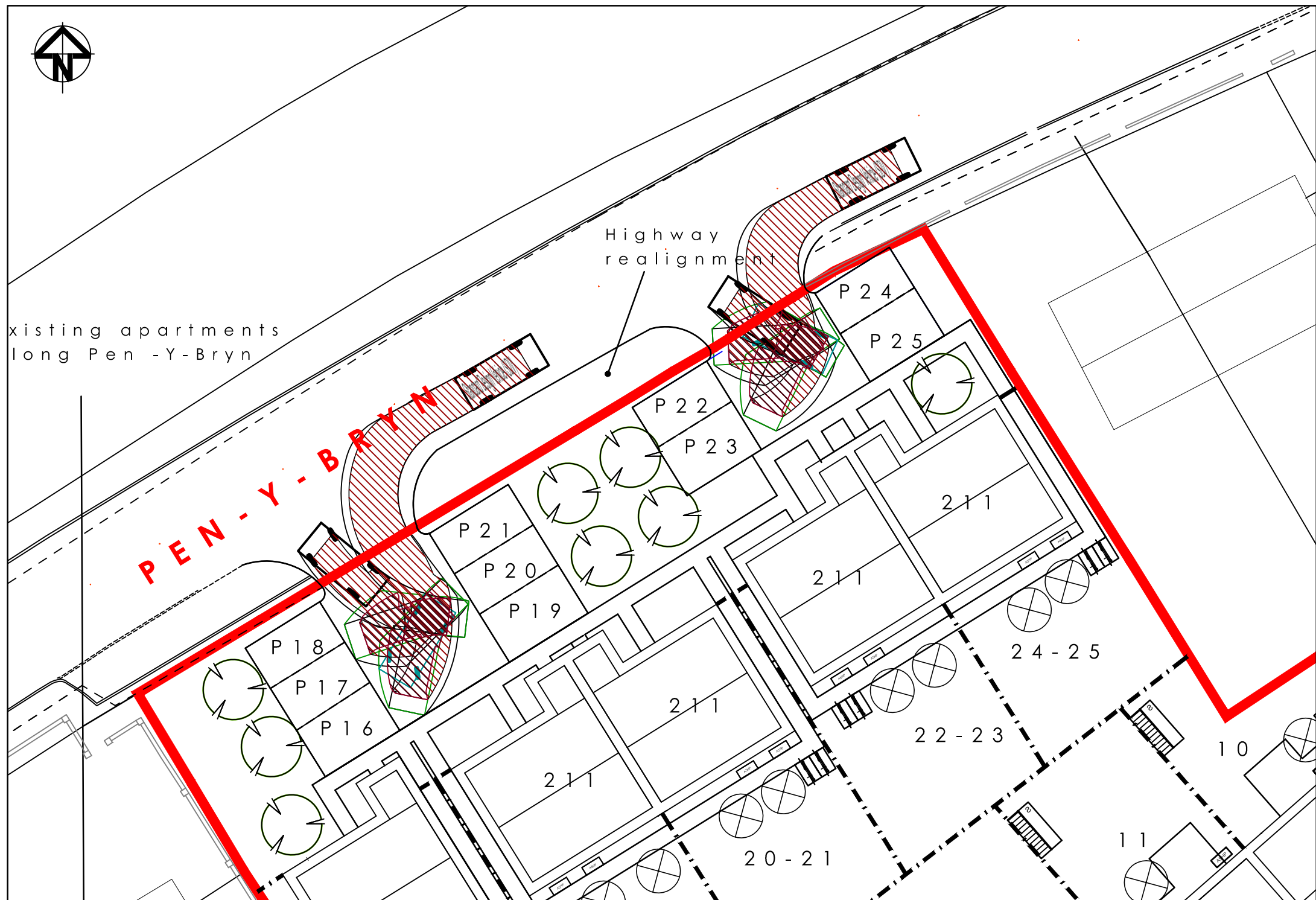
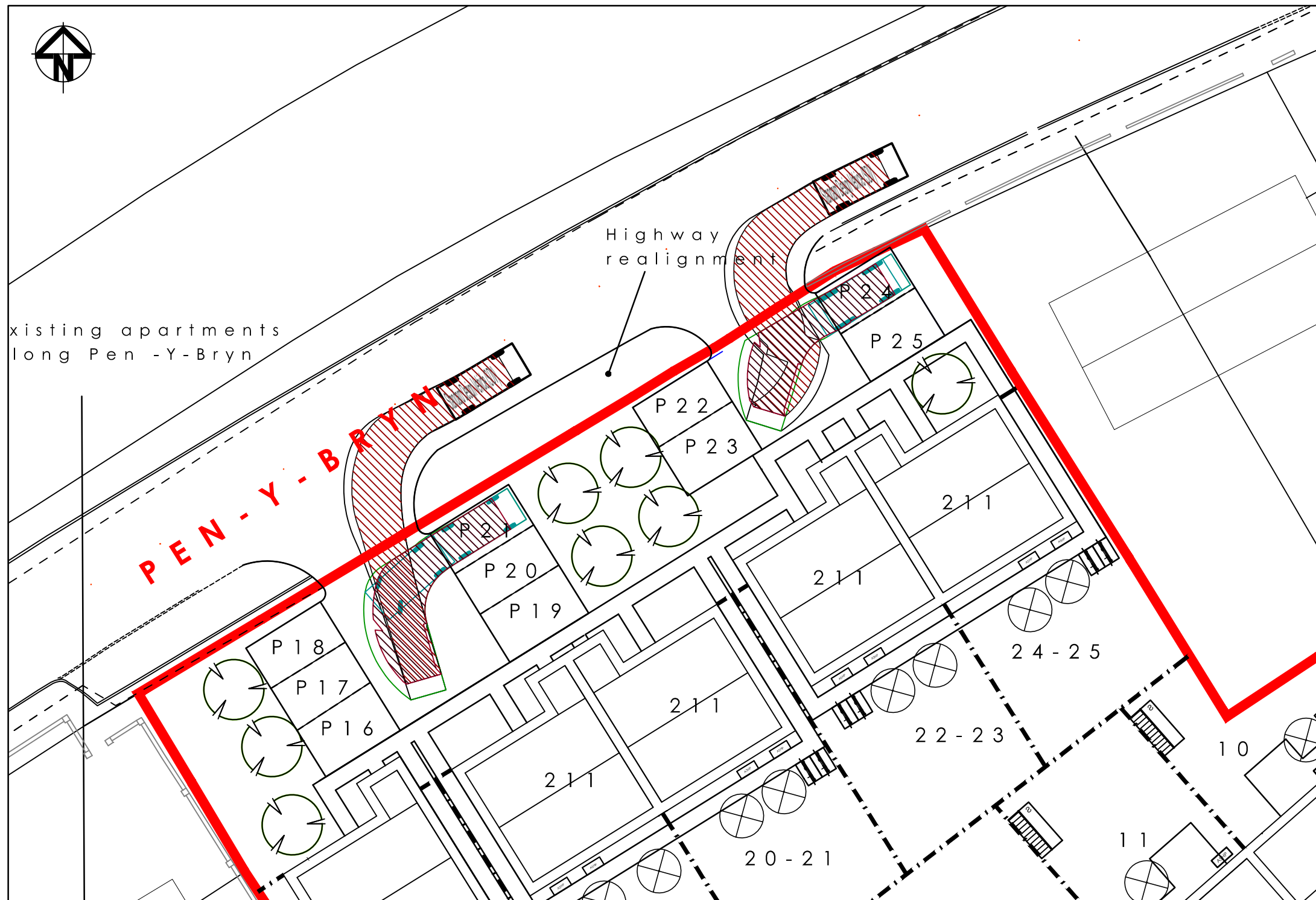


B	Revised Layout	19-08-26
A	First Issue	26-02-26
 Unit 19, Yr Hen Farchnad, Carmarthen Street, Llandello SA19 6BJ E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021		
Project	MENAI AVENUE	
Drawing	WESTERN SITE ACCESS & PARKING	
Drawing No.	1923-ACS-XX-ZZ-DR-T-002-B	
Scale	1:250 @ A1	





Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m



A

D	Revised Layout	19-08-26
C	Revised Layout	26-02-26
B	Parking Plots 20-29	24-11-25
A	First Issue	24-10-25

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Project
MENAI AVENUE

Drawing
**PLOTS 16- 25
SWEPT PATH ANALYSIS**

Drawing No.
1923-ACS-XX-ZZ-DR-T-001-D

Scale
1:250 @ A1

Appendix 3 TRICS Trip Rate Data

The logo for Acstro, featuring the word "acstro" in a bold, blue, sans-serif font. The background of the entire page is white with blue curved borders at the top and bottom.

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